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MISCELLANY.

EXPLORING EXPEDITION.

Extract from a letter to the Secretary of the Navy, from Lieutenant Charles Wilkes, commanding the United States South Sea Surveying and Exploring Expedition, dated on board the United States Sloop Vincennes, harbor of Rio Janeiro, November 27, 1838.

I proceeded with the squadron for Madeira. We continued our cruise with light, favorable winds, without any occurrence of importance until the 6th of September; when, being near a shoal, laid down on the chart as St. Anne's shoal, I deemed it fulfilling instructions to delay sufficiently for the purpose of examining the same; and having fully explored the locality in and near its supposed neighborhood, by spreading the vessels of the squadron to embrace a large circumference of the ocean, nothing of it was discovered. A few hours, however, after leaving this vicinity, we fell in with a large cotton wood tree, 120 feet in length and 15 feet in circumference, which was at first reported as a shoal, and if the sea had been at all rough, it might, in passing, have been mistaken for one.

I have little doubt but similar trees have occasioned the frequent reports of vigias or shoals being in existence hereabouts. Our position at this time, was in latitude $37^{\circ} 0' 37''$ North, and longitude $40^{\circ} 41' 54''$ West, and where any floating bodies drifted by the Gulf Stream would probably have been deposited, as there is little or no current, and that variable.

We arrived at Funchal, in the island of Madeira, on the 16th of September, after a pleasant passage of twenty-nine days.

I directed a party of officers to make an excursion to Pico Ricivo, the highest point in Madeira, for the purpose of ascertaining its barometrical admeasurements, in regard to which doubts have existed, owing to a disagreement of those who have preceded us.

Our observations were conducted with great care, and the barometers used were of the best manufacture of Troughton and Simms. Simultaneous observations were made at the residence of the American Consul at Funchal, who was kind enough to afford us every means within his reach to facilitate our various duties.

The party remained on the summit of the mountain over four hours, which afforded us an opportunity of making a number of simultaneous observations, the result of which, in giving the height of Pico Ricivo, was as follows:

The highest point of the peak above the Consul's garden, was 6,181 feet.

The cistern of the barometer at the garden above half tide carefully levelled, was 56-6237 feet.

I feel much confidence in our result, although, from the high standing of Captain Sabine, R. A., I feel some hesitation in putting it forth; but the fact of my being supported by such high authority as Dr. Bowditch and Dr. Heineker, with whom we have differed only seventy-three feet, and one hundred and sixty-three feet, induced me to believe that some accidental error must have occurred in Captain Sabine's observations, or that he was misled by his guides, and stopped short at the summit of the mountain as they attempted with our party.

It appears, also, that the different results made at three separate periods, and by different persons, approaching so near each other, would be more correct than that of Captain Sabine, who makes a difference of nearly seven hundred feet.

We made, also, a series of magnetical observations on shore for dips and intensity, and established the rates of our chronometers by a portable transit. We made by them the longitude of the consulate at Funchal, in $16^{\circ} 54' 11''$ West, and found the latitude by observation to be $32^{\circ} 38' 11''$ North, all which assured me that our chronometers had been performing well since our departure from the United States.

On the 25th of September, having completed all that was deemed necessary, we sailed from Madeira, and stood on the southward, intending to pass over and search for the different shoals and vigias laid down on our track. After passing the latitude of the Canary islands, we experienced a northeasterly current of about a half a mile an hour, until we reached the latitude of Bonavista, one of the Cape de Verdes, which sets in opposite direction to the current said to prevail between these islands, in the longitude from 19° to 21° West. We hove to, and tried the current morning and evening, and always found the same result. The current log used was two kegs, with a distance line of five fathoms between them, the lower one being just loaded sufficiently to sink the all tight one under the surface of the water, with the usual log line attached to the centre of the distance line, precluding the possibility of its being a surface current; besides which, the dead reckoning of the ship, and our observations gave the same result.

On the 29th of September, we passed into colored water, quite as green in appearance as that of fifty fathoms, in depth, on soundings. On entering it, the temperature decreased one and a half degrees and rose two degrees on leaving it.

We continued in it until the 2d of October, having run a distance of four hundred and fifty miles. The vessels of the squadron repeatedly sounded with from one to three hundred fathoms of line but no bottom was found.

The first reported shoal laid down on our route upon the charts was the Maria rock, in latitude $19^{\circ} 45'$ North, and longitude $20^{\circ} 50'$ West, which we stood for, and hove to near the position, until we had ascertained our situation correctly, by careful observations. The vessels were then spread, and the course marked to run directly over the spot; the surface of the ocean visible at the time from the squadron, was not less than sixty miles in circumference, with every opportunity which the clear weather could afford, and sufficient swell of the sea on, to have caused breakers on any shoal within fifteen feet of the surface. Nothing, however, was discovered, and no bottom could be found with three hundred fathoms of line.

The next position examined was Bona Felix shoal, said to be within thirty miles of Maria rock; this we searched for in the same manner, but were equally unsuccessful.

We then stood for the place assigned the Bonetta shoal, to the eastward of Bonavista, said to be in latitude $16^{\circ} 32'$ North, and in longitude $20^{\circ} 37'$ west. We, in like manner, hunted for this, and, after exploring the locality of its position on the chart, I steered on the course of its reported bearing east by north from Bonavista until nearly up with the Hartwell reef, lying in sight of Bonavista, which, has without doubt, been taken for and reported as the shoal called Bonetta.

Our inquiries at St. Jago assured me that the Madeline (the vessel last wrecked) was cast away on the Hartwell reef, which they have reported as the Bonetta shoal.

I am well satisfied that the positions assigned the

above three shoals on the chart, and their vicinity, are free from all dangers.

I am of opinion, also, that the particular and indefatigable search made by Capt. Bartholomew, of her Majesty's ship *Leven*, and the opportunities afforded me of covering, with the squadron of five vessels, so large a space at the same time, ought to be sufficient evidence that no such dangers exist as are laid down in those positions and should cause them to be obliterated from the charts.

From Port Praya, we steered for Patty's overfalls, as laid down in the chart, in latitude 11° north, and longitude $24^{\circ} 30'$ west, and had a good opportunity of examining their locality. A few rips were observed within a degree of the situation assigned them, but little or no current was found; and I feel confident in asserting that no danger exists in this vicinity, as we were becalmed in the position, and in close proximity to it for forty-eight hours, the squadron, as usual, being spread apart, and having a broad expanse of ocean under view.

Owing to light contrary winds, it was some days before we reached Warley's shoal, said to be in latitude $5^{\circ} 4'$ north, and longitude $21^{\circ} 25'$ west. This point was also carefully examined, but no shoal or appearance of shoal water, or any danger discovered.

Our next examination was of French shoal, said to be (as laid down) in latitude $4^{\circ} 5'$ North, and longitude $20^{\circ} 35'$ West. This was also examined, and no danger or appearance of shoal discovered.

From this point, I took advantage of the southerly wind, and proceeded east; which carried me as far as thirteen degrees of west longitude, and over the position assigned the shoal by the French hydrographers, to enable me to cross the equator eastward of the 17th degree of west longitude.

We succeeded in crossing the equator in that longitude on the 5th of November, and then stood for Triton's bank, said to be in latitude $00^{\circ} 32'$ south, and longitude $17^{\circ} 46'$ West. When within short distance of its position, the squadron hove to for the purpose of ascertaining our position accurately; after which a course was steered nearly west. Being at the time well to the eastward, we ran on a line due east and west over it; the vessels of the squadron being spread about three miles apart, on a line north and south. We did not however, find it in our progress, or any bottom or indications of soundings; no discoloration of water was visible, or change of temperature, although the line extended thirty miles east and west of its reported position; after which we again stood to the north, and ran over a via laid down on the charts, but none such was found in existence.

Our next examination was for Boneri's Sandy island, which was in like manner carefully searched after in and around its position as laid down on the charts, but our search was equally unsuccessful.

Finally, search was made in and about latitude $2^{\circ} 43'$ south, and longitude $20^{\circ} 35'$ west. Extending to the north, northwest of this point a distance of thirty miles hereabouts, having been assigned as the situation of the submarine volcano reported by Admiral Krusenstien, which it was supposed might have lost a shoal. This locality was twice run over in different directions and carefully examined with the squadron in open order, but none such was found in existence.

Lieutenant Hudson, of the *Peacock*, having separated from me on the 16th of October, proceeded on a different course in search of the same shoals which we were looking for, but was equally unsuccessful in finding any, as appears by the following extract from his report to me, which affords further evidence, if it were needed, of their non-existence.

"Having separated from you on the 16th of October, it was not until the 23d that I had worked up to the Warley's shoal; and at 8 o'clock that night I was directly on the spot where it was laid down on

the chart. We placed good lookouts, and kept our patent lead going for fifty miles before reaching the location of this shoal as laid down on the chart; also observing our drift at night, in hopes of sweeping over it at early daylight.

"I continued cruising in this vicinity in various directions, getting casts of lead in from 50 to 100 fathoms, without finding bottom.

"I now continued my examination, and after having swept over a circle of 40 or 50 miles in different directions, am perfectly satisfied that Warley's shoal exists nowhere in the neighborhood laid down on the chart.

"I then proceeded for the French shoal with the wind ahead, (south by west,) where I arrived on the 25th of October, and continued cruising all the following day, with a fine breeze, immediately over the location of the shoal as laid down, and in every direction for miles in its vicinity. After thus thoroughly searching the English locality of this shoal, I directed my course for the French position, seventy-six miles distant, making nearly an east course, with lookouts, and the lead going, until I had run immediately over and around the spot, sailing in various directions, a distance of forty miles, without effect.

"I then made the best of my way for the Trinton bank, with the wind veering and hauling from south southwest, to south southeast, and passed the equator on the night of the 3d of November, in longitude $17^{\circ} 40'$ west, and continued over and around the locality of that bank, until the morning of the fifth, getting casts of the lead during the time in from fifty to two hundred and fifty fathoms, up and down without finding bottom.

"I have, in our search, fully satisfied myself, and hope our examination will prove equally so to you, and all others, that these shoals do not exist."

Thus, sir, we have effected the examination of the supposed position of eleven shoals or dangers, which have occupied their places on the charts, much to the alarm of navigators. And I sincerely trust that the result of our endeavors and diligent search, with the exertions heretofore made by others, will be sufficient to cause them to be obliterated from the charts, as there are already real dangers sufficient to awaken the watchfulness of the navigator without his being harassed with imaginary ones.

The following decision, which we copy from the United States Gazette, is important to our Consuls abroad, and to captains of vessels and to sailors. It also has some bearing upon the recent case at Havana, where five of the crew of the American ship *William Engs*, are working in the chain gang of the streets, having been tried there for mutiny at the instance of the American Consul, instead of being sent home to have their conduct examined. The general remarks relative to Consuls are worthy of consideration.—*Pennsylvanian*.

From the United States Gazette.

CONSULS AND SEAMEN.—At a late trial of a claim for wages by a seaman, before JUDGE HOPKINSON, the Captain had imprisoned the man at Rio Janeiro, for alleged misconduct, and offered the certificate of the Consul to justify the proceeding and prove the offence—the ship came away and left the man in prison. In speaking of this part of the case, the Judge said that he had no doubt that this proceeding on the part of the captain was altogether illegal and unjustifiable. That he had repeatedly expressed his disapprobation in strong terms, of the practice of putting our seamen in foreign jails and dungeons, at the mercy of the police officers, for offences by no means requiring this severe and extreme remedy. For ordinary misconduct or insubordination, the law gave the master of a vessel power sufficient to enforce obedience and maintain discipline on board his vessel—that it is only in case of extraordinary violence, such

as was dangerous to the vessel or those on board of her, that a mariner should be taken on shore and thrown into a prison; every act of passion or insubordination is called mutiny, and the offender is hurried off to an unwholesome confinement, often in a dangerous climate. In the case before him, the Judge said the man had been many months on board the vessel without incurring any punishment—he had a quarrel with the mate, in which it is uncertain which of them was most in fault; and the second day after it, when it was supposed to have gone over, and no misconduct had occurred in the meantime, a boat was sent to the ship with a police officer, and the man was carried off to a prison without a hearing or any examination of the charge, except such as the Captain chose to give to the Consul. The Judge said he would take this occasion to repeat what he had more than once said before, and to correct an error into which Captains continue to fall.

They seem to think that if they can get the order or consent of the Consul for their proceedings, it will be a full justification for them when they come home. He wished them to understand that he would judge for himself, *after hearing both parties and their evidence*, of the legality and necessity of these summary incarcerations; and the part the Consul may have taken in them, would have but little weight with him. He said he had never known an instance in which a Consul had refused the application of a Captain to imprison a seaman; furnishing him with a certificate, duly ornamented with his official seal, vouching for the offence of the victim, of which, generally, he knew nothing but from the representations of the Captain or officers of the vessel. The Judge said he never suffered their certificates to be read; that they were weaker than *ex parte* depositions. He then made some remarks that may be worthy of the attention of our Government. He said, our Consuls, unfortunately, are merchants depending entirely upon the profits of their commercial business for their living, especially upon consignments from the United States; that it is therefore of a primary importance to them to have the good will of the masters of vessels, that they may make a good report of them to their owners. He said, that an American gentleman of high intelligence, who has travelled much and known many of our Consuls, has, in the book he has published, expressed his regret that they are not supported by salaries from the public treasury. As they now are, these important appointments are placed exclusively in the hands of merchants, who he says, "are under strong inducements to make their offices subservient to their commercial business."

THE MILITIA.—In an article, published last week, upon the present condition of the country, as it regards its means of offence and defence, we urged, among other things, the necessity of a speedy and efficient reform in our militia system. We propose now to advert briefly to one or two plans which have been presented, and one of which we hope ere long to see adopted, for the improvement of the militia. Among the memorials laid before the last Congress, was one from Alden Partridge and Edmund Burke, a committee appointed by a State Military Convention in Vermont, praying the adoption of a plan proposed by them for the re-organization of the Militia of the United States. This plan, which seems to us neither to have been well drawn, nor well digested, embraces a great many details which are manifestly impracticable, and is altogether too complicated for general use. After dwelling upon the conceded advantages of a well regulated and efficient national militia, and glancing at those provisions of the constitution by which authority is given to Congress to provide for organizing, arming and disciplining the militia, the plan proceeds to enumerate the following alterations and additions, as necessary to render the reform complete.

1st. As to the organization: There should be a proper arrangement of the militia into companies, brigades, divisions, &c.; a due proportion of each arm, infantry, artillery, cavalry and riflemen; an efficient organization of the different departments of the staff; and the division of the militia into three classes; the first, comprising all between 21 and 31 years of age; the second all between 31 and 41; and the third, the corps de reserve, all between 41 and 45. Estimating the entire amount of the militia in the United States at two millions, the above division would give for the two *active* classes at least a million and a half.

2d. As to discipline: The plan proposes that in each State military instructors should be appointed to drill the militia; that regular camp duty should be performed for a certain number of days in each year; and that all should be subjected to this course for ten years. And that the Legislature of each State should, if they saw fit, organize seminaries for instruction in military science, (the plan allows to this State *five* of these,) the Professors to be paid by the U. States.

3d. As to the cost of this system: The memorial fixes it at *six and a half millions of dollars* per annum.

This last item is of itself a sufficient objection to the whole plan—and besides the idea of establishing military seminaries in every State is entirely chimerical—and the number of active militia, contemplated by the plan, (over a million,) unnecessarily large. On the ground, both of efficiency and economy, the plan proposed last year in the House of Representatives by Mr. Wagener, is every way preferable to the lumbering proposition of the Vermont Convention. That limits, in the first place, the age at which military service shall be required to the period between 21 and 41 years. It provides, in the next place, for the enrolment of all able-bodied men between the ages of 21 and 40, but exacts active duty from only *one-tenth* of this number. It requires this tenth to encamp for six consecutive days in each year, during which time each man is to receive one dollar and fifty cents per day, the United States furnishing the camp-equipage, etc., as well as providing for the payment of the active militia. In case of war, the whole active militia can be called into service at once, and easily maintain themselves, while the enrolled militia is receiving the necessary military instructions. Finally, the number of the active class, by this plan, will be about 200,000, and the annual expense short of *two millions*.

This plan certainly strikes us as both feasible and comprehensive. It will give respectability and efficiency to our militia in time of peace; and on the outbreak of a war, in addition to our regular army, we should have at command 200,000 disciplined troops. The cost is too trifling, compared with the benefits likely to be reaped from it; and especially as any system which should render our militia efficient would obviate the necessity of any further increase of our standing army. It is at any rate high time that this subject received at the hands of Congress the attention due to its importance. And we hope to see our State Legislature act upon the suggestion of the Military Convention recently held here, and pass resolutions requesting our Senators and Representatives to bring up this subject at the next session of the National Legislature.

We cannot, in conclusion, forbear noticing the unfounded and violent attacks upon the Military Academy at West Point, embodied in Capt. Partridge's memorial to Congress. They are such as can be refuted at once and with notorious facts; but may obtain some credit with those who know that Capt. Partridge was once at the head of that institution, but who do not know in what condition he left it. These charges are,

1st. That "all offices in the military service of the United States, are monopolized by the *proteges* of

that institution, to the utter exclusion of others equally well qualified." This broad assertion is at once controverted by the fact, that within the last two years, upwards of one hundred appointments have been made of citizens to military offices.

2d. "That the Academy is calculated to establish a military aristocracy, and to build up a standing army." This apprehension from an institution which sends forth annually but about forty graduates, to be dispersed among a population of fifteen millions, is too puerile for reply.

3d. That the Academy only forms "military pedants and military dandies." To which we can only say that that race expired, when Capt. Partridge ceased to be Superintendent at West Point.—*Albany Daily Advertiser.*

BLOCK HOUSES IMPREGNABLE TO INDIANS.—Senator Benton, in the speech urging the adoption of a scheme of military colonists in Florida, stated this remarkable incident, which we do not remember to have met with before:

At the breaking out of the Creek war in 1813, the inhabitants on the Mobile and Alabama rivers collected into a station which soon acquired a frightful celebrity. It was called Fort Mimms. A battalion of militia guarded the place, and a great number of families sought shelter within its huts and stockades. I was at the place a few months afterwards, and verified the facts of which I speak. Among other families under the shelter of this fort, was that of two brothers, their names Pearce, natives of one of the New England States. They were considerate, reflecting, clear-sighted men, cautious and brave. In the Friday night preceding the Monday on which the fort was surprised, they were convinced by the fierce and peculiar growling of the dogs, that the Indians were about; that they were examining the place preparatory to an attempt upon it; and they were convinced, from the negligence which prevailed at the fort, that it might be surprised. These brothers had a saw-mill two miles off, and for its protection a block house near to it. They concluded that they would be safer in their own block house, with their four or five rifles, than in a fort so negligently guarded. This was Friday night; on Saturday morning they acted on this belief; they removed their household to the block house; and at 12 o'clock on Monday Fort Mimms was surprised and taken. Hearing the firing, one of the brothers mounted a horse, rode down to the scene, sat in a copse of wood, saw the rifle, the knife and the hatchet, despatching the children, the women, and the men, as the flames of the burning fort drove them out of the stockade into the open ground about. When the massacre was over, the Indians turned their steps to the block house of the Pearce's. They examined it, they walked around it at a respectful distance; they went off, and those two brothers, with a few men in their employ, maintained their position during the whole war, without the loss of a life, and with the complete protection of their own property. This is an example, in point, to show the safety of a block house.

STEAM VESSELS OF WAR.—One of the late acts of Congress contains an appropriation of \$300,000 for the commencement of three steam vessels of war. It is gratifying to see that a beginning is thus made in providing the nation with this new and indispensable means of defence. According to a paragraph in the New York Courier, it would appear that this subject had engaged the attention of some of our navy officers. That paper says, in reply to a correspondent:

"The school established on board the frigate *Fulton*, under the superintendence of Captain Perry, is an honor to our navy, and a better man to superintend it could not be selected from any service. Capt. Perry has for years devoted his whole attention to this

all-important subject; and so has Lieut. Lynch, than whom we know of no one who is more scientifically and practically conversant with the steam engine. In short, all who have been permitted to devote their time to this new branch of naval warfare, have made themselves particularly familiar with the subject; but we repeat that the whole matter is on too limited a scale. At least one hundred, nay, all the officers now on leave, or attached to stations doing nothing, should be undergoing a course of instruction on this all-important subject, and every navy yard in the country should be actively employed in building steam frigates. 'Delays are dangerous,' and never was there more force or truth in this old saw than at this crisis."

From the Philadelphia Herald.

VESSELS FITTING OUT.—The letter which follows, addressed to a friend of ours, from an officer in the navy, contains an account of the vessels now fitting out at Norfolk; and will be read with interest by the friends of the navy.

U. S. SLOOP OF WAR WARREN,
Naval Anchorage, Norfolk, Va.,
March 13, 1839.

DEAR SIR: We have just unmoored ship to drop down to Hampton Roads, to-day, provided the wind will permit us; thence to sail, in a day or two, for Pensacola, to become one of the West India squadron. The Warren has been much improved since her return to the United States, in appearance—and it is thought will prove a better sailer than she has hitherto, and do away with her ugly nicknames, viz: "The Diving Bell," and "Wash Tub." Her bow has been raised and flared; and her draft of water aft increased by the addition of a foot and a half of false keel. A variety of rumors have been drifting about the last two weeks, regarding our destination; and at one and the same moment, the galley news has sent us down east, to the Pacific, Mediterranean, and the West Indies. There is no doubt now, that we proceed direct to Pensacola, there to join the Macedonian, and take our station in the squadron.

At the Dock Yard here, they are very active in fitting out the vessels for sea. The Constitution yesterday hoisted the broad pennant of Com. Claxton, and is to drop down from the Navy Yard, to our present anchorage to-day. Her crew is all on board, and she will sail soon for the Pacific. The schr. *Shark* is all fitted for sea, but has not a crew on board. The frigate *Brandywine* has undergone extensive repairs, and is assigned to the Mediterranean, but will not be ready to receive her crew for a week to come. The schr. *Grampus*, lately returned from the West Indies, has been cut down to the water's edge, and the workmen are driving on with her repairs. A little steamer, intended for the coast survey, is now in the Dry Dock, being coppered; and the keel of a new sloop of war was, last week, laid on the Macedonian's launching ways. She is to be completed during the summer. A variety of improvements are going on in the yard too numerous to mention. The *Pennsylvania*, *Delaware*, and *Potomac*, are laid up here for the present, and the *Guerriere* and *Java*, both unseaworthy, are rotting at their moorings—the *Java* being used as a receiving ship.

Our present naval force on the West India station consists of the frigate *Macedonian*, Capt. Beverly Kennon, and bearing the broad pennant of Commo. William B. Shubrick,

Sloop of war <i>Erie</i> ,	Commander Joseph Smoot.
" <i>Levant</i> ,	" Hiram Paulding.
" <i>Natchez</i> ,	" Benj. Page, Jr.
" <i>Vandalia</i> ,	" Uriah P. Levy.
" <i>Boston</i> ,	" Edw. B. Babbitt.
" <i>Ontario</i> ,	" Wm. E. McKenney.
" <i>Warren</i> ,	" Wm. A. Spencer.

U. S. SHIP BOSTON.—On the 30th January last, on what we considered good authority, we published as an article of intelligence, received from Havana, a statement or report that an entertainment had been given on board of an English vessel of war then in that port, to which the officers of all the ships of war in Havana were invited, except those of the sloop of war Boston—the only national vessel of the United States then and there present. We regarded this as an intentional slight put upon our flag; and we regretted the occurrence as evincing an unfriendly feeling towards us, on the part of the British officers supposed to be implicated. Some time afterwards we copied from the Pensacola Gazette, where the Boston had in the mean time arrived, a formal and decisive contradiction of the report from the officers of the ship. We have since had the happiness to see and converse with a lieutenant of the Boston, who assures us that the report was totally groundless and without the shadow of foundation; that on the contrary, no entertainment was given on board an English vessel at Havana while the Boston lay there, and that the officers of that ship were invariably treated by the English officers in the most polite and friendly manner.

We feel much satisfaction in publishing this contradiction of an unfounded report, at this time particularly, when our national relations with Great Britain unfortunately present an aspect sufficiently well adapted to produce bad blood without the intervention of such rumors.—*Louisianian*.

THE REVENUE CUTTER CRAWFORD.—For some cause or other, a survey was ordered to be holden on the U. S. Revenue Cutter Crawford, at Eastport, a short time since, and the vessel was reported to be rotten and unseaworthy, and was advertised to be sold at auction. The sale accordingly took place, and it was thought that of course she would be knocked off for a few hundred dollars at most. But it seems that a gentleman residing in this vicinity, who happened to be at Eastport at the time, had the curiosity to examine the Cutter, previous to the sale, and he found her condition to be so different from what was represented by the surveyors, that he concluded to bid for her. He accordingly bid against one of the surveyors, and she was finally knocked off to him at \$2,400. He was offered on the spot \$300 for his bargain, which he refused—and took measures to bring her round to Boston, where she was examined, found to be perfectly sound and strong—and he has since sold her for the sum of \$3,000, or \$3,500.

Such are the circumstances of the case as related to us—and we believe them to be correct. They look not a little mysterious. It is difficult to conceive why a survey was ordered to be holden on a vessel that was obviously perfectly seaworthy—and it is difficult to imagine how the surveyors could be induced to represent her as worthy of condemnation. But if they really believed that she was decayed and unseaworthy, it is still more difficult to conceive why one of the surveyors should bid so high for such a worthless vessel. We hope that all the circumstances of the case will be fully investigated by the proper authorities.—*Boston Mercantile Journal*.

Extract of a letter to the editor of the Boston Transcript, dated

U. S. SHIP OHIO, Gibraltar bay, Dec. 27, 1838.

* * * Now for the ship herself. It would be presumption in me, or any other man, to say what she will do, but I do not hesitate to say she surpasses, in every respect—sailing, working, &c.—every ship in which I have been since I was first sprinkled with salt water. I have had, you will certainly admit, some experience, and some opportunity of judging correctly, but I never supposed such a ship could be built—a ship possessing in so great a degree all the

qualifications of a perfect vessel of war. She is as animated as a pilot boat, and, remembering her immense bulk and weight, almost as easily managed. Her performance is truly astonishing. We are now passing the Rock, (21 days out,) and the passage has been somewhat blustering. We have had a good opportunity to try her.

To give you some idea of her sailing: With topsails doubled reefed, and top-gallants over them, close hauled to the wind, she has repeatedly sailed *twelve and a half knots*. This is truth, and not exaggeration. As perfect harmony prevails amongst the men and officers as is possible in a ship of this kind. The Commodore and Capt. Smith are very popular. Nothing more seems to be thought of the officers' quarters, of which so much was said before we sailed. The mess will not tolerate any conversation on this subject.

The health of the ship has been excellent, although a few casualties have occurred. James Moore, ordinary seaman, fell from the weather maintopsail yard, through the lubber's hole to the deck, breaking his jaw, collar-bone, and both thighs. The poor fellow died a few minutes after he was carried below. Another seaman, who fell at the same time, was saved. Lieut. Misroon fell from the "horseblock" and broke his leg just above the ankle in two places, but is doing well.

PORT MAHON, Jan. 4.—We could not put our letters on shore at Gibraltar; the wind was fresh and fair, and the Commodore would not stop. * * * We found the Cyane here from her summer's cruise. Officers all well.

We have been permitted to read another letter, which says:

"The ship is an excellent sailer. 12 knots were fairly measured on a *taut bowline*. Our passage to Gibraltar was generally rough and boisterous, with frequent gales of wind. Our ship, however, behaved gallantly; she is a superb vessel. Eckford was right when he said she would be a model for other vessels of her class. When we left New York, our draft was 24 feet 8 inches forward, 26 feet aft. Sill of midship port from water, 5 feet, 2 inches. Her battery brought her down 14 inches."

THE MARINES.—It has been said, and said truly, of the marines, that they were never ordered on any service which they did not perform, and perform well. Their fidelity on the occasion of the mutiny at the Nore, is recorded to their honor in the history of their country, and their excellent discipline and good conduct are constantly eliciting praise. It is very gratifying to observe that the good feeling between this distinguished corps and the line is daily increasing; while an equally good understanding is cultivated between the marines and the navy.

LONG VOYAGE IN A LONG BOAT.—The brig Amazon, Foster, which arrived yesterday from Surinam, fell in, on the 10th January, lat. 12 50, lon. 57 40, with the long boat of ship Huskisson, containing Capt. Hyler and thirteen men, who had abandoned the ship with eight feet water in her hold, Dec. 12. They were very weak and much emaciated, and had consumed the last morsel of biscuit on the day they were spoken. The Amazon took out three men, and supplied the boat with provisions and water, Capt. H. and the others preferring to remain and take their chance of getting into Barbadoes, about 100 miles distant, having already sailed from 2,500 to 2,600 miles in the boat for the last 28 days. The Huskisson was from Sierra Leone for London, and sprung a leak when seven days out. Eight men took to the small boat, and kept company with the long boat for eight days, when they separated; the small boat had then about 15 lbs. of bread and 4 gallons of water.—*Boston Transcript*.

From the National Intelligencer.

GENTLEMEN: An impression is prevalent that those who control, in some degree, the destinies of the Navy are opposed to the recent improvements by steam navigation. I ask the favor of you to publish the subjoined extracts from official reports made by the Commissioners of the Navy as far back as 1826, incontestibly proving that they have been disposed to anticipate public sentiment in favor thereof, and have only been prevented carrying out their views by Congress not having sanctioned them with the requisite appropriations.

A FRIEND TO, BUT NOT AN OFFICER OF, THE NAVY
Extracts from the Navy Commissioners' Reports.

OCTOBER 16, 1829.—"Let us, sir, for a moment contemplate a state of war, and suppose these [Newport and the Chesapeake] to be the general resort of our guarda costa, consisting of line-of-battle ships aided by steam batteries. These, co-operating with the permanent fortifications now in progress, would enable us to place those points in a state of security," &c.

NOVEMBER 9, 1835.—"Although not strictly embraced in the requisitions of your letter, the Board beg leave respectfully to state *their conviction* that the *early construction and employment of steam vessels* is demanded by many important considerations; placed at each of the principal stations at Boston, New York, Norfolk, and Pensacola, besides greatly facilitating the operations of the other descriptions of our naval force, they might contribute essentially to the safety of these places, and would furnish the means of training officers to properly manage a species of force which must necessarily form an important part of our defensive, if not our offensive, arrangements in a state of war."

APRIL 21, 1836.—"Leaving, however, the nature and extent of our naval preparations to be decided by those with whom the decision rests, the Commissioners will suppose that 15 ships of the line, 25 frigates, 25 sloops of war, 25 steamers, and 25 smaller vessels, with frames and other timber, the copper, ordnance, tanks, and chain cables, for 10 ships of the line and 10 frigates as a reserve force, may be considered as the amount of force which it may be the pleasure of Congress to provide," &c.

BRITISH NAVY.

Correspondence of the N. Y. Journal of Commerce.

LONDON, Jan. 2, 1839.—The excitement which has recently been produced among all classes and parties relative to the condition of the British navy, deserves a special notice. A pamphlet, professedly written by "a flag officer," but generally believed to have been the production of the celebrated John Wilson Croker, the late Secretary to the Admiralty, states, that through the conduct of "the imbecile government," the navy is in a most inefficient, dangerous, and disgraceful state; that France has a marine infinitely superior; and that were a war to break out, Great Britain would be humbled to the dust. Capt. Napier, the gallant captor of the Miguelite fleet, has also come forward as an alarmist, and declared that Russia has the power of sweeping the Humber, and sailing into the Thames. The Times has followed in the wake of these writers, and in several powerful articles endeavored to show the crippled power which England possesses, and the utter want of management, the total absence of naval judgment, and the melancholy paucity of patriotism which characterizes the Melbourne Cabinet.

At the dinner given to Sir James Carnac, the successor to Sir Robert Grant, the late Governor of Bombay, by the East India Company, one of the potentates of Leadenhall street, in proposing as a toast, "The Navy," said, "Though this is no place or moment for the discussion of a political question, still, as a lover of my country, I am anxious to learn from

high authority, whether our only safeguard, the mighty bulwarks of the empire, is in that state which has been so confidently and industriously asserted." Earl Minto, the First Lord of the Admiralty, declared, in returning thanks, "that it would be found, on examination, that the navy of this country had not, for many years, been in so efficient a state, and so well prepared for the proper reception of a foreign enemy, should one present itself." This was intended as a settler of the question; but the Times appended a note to the reply of the noble Earl, defying him to the proof, and declaring that to attempt to do so, would require more hardihood and impudence than even a Whig Lord and place-man possessed.

In corroboration, however, of the noble Earl's assertion, and in a demi-official character, the Devonport Telegraph speaks out in the following confident strain: "We fearlessly assert, and we do it advisedly, being fully prepared to substantiate our statement, by reference to the tables even of the opposition alarmists themselves, that *in real effective strength the British navy is at this moment fully equal to the navies of Russia, France and America put together.*" The italics are in the original as copied into the Morning Chronicle of the 26th, and the whole article is full of the same style of bravado. According to a previous number of the paper, I find that the line of battle ships fit for service are numbered at eighty—thirty of them quite new! From the article above alluded to, I have condensed a table of the different classes of frigates, merely leaving out their names, and some unimportant observations. By the following you will therefore be enabled to judge of the real effective force of this country:

Frigates now in commission.—One of 52 guns; two of 50; three of 46; three of 36; twelve of 28; four of 26; one of 24—in all 26.

Fitted as demonstration ships, and ready to receive their crews.—Four of 52 guns; three of 50; two of 46; one of 28; two of 24—in all 12.

The following might be got ready for commission at a short notice.—One of 52 guns; six of 50; forty-seven of 46; one of 44; four of 42—in all 59.

Out of the last class, no less than 36 are new frigates which have never been at sea, and the whole of them could be ready for sea in six weeks.

The following frigates are building:—One of 52 guns; one of 50; one of 46; six of 36—in all 9. The 50 is ready to launch, and two of the thirty-sixes are in a state of considerable forwardness. The whole of this force constitutes a total of 106 frigates—26 of them being of the most superior character, actually afloat, carrying 32 pounders on their main and quarter decks, and capable of fighting any ships of the same class in the world.

Presuming that this statement is correct, another question immediately intrudes itself, and that is, how are these ships to be manned? For the last two months every ordinary endeavor, at the various rendezvous and crimping-houses, have been made to procure men, without effect; and I have heard an old officer declare that men are not to be procured without a bounty; and when they have it, they are almost certain of deserting. The government papers tell us that there were only 117,000 sailors in the merchant service in 1814—but that in 1836 the number had augmented to 176,000—being an increase of 60,000; and that, as the subsequent years have been equally progressive, there can be no cause for dread as to this most necessary portion of the service. Notwithstanding this statement, I am compelled to differ from them, and emphatically to declare that, should a war commence, impressment will be the inevitable consequence.

Many suggestions have been made to obviate this serious difficulty, and what I shall ever consider a national disgrace; but, I fear, without any prospect of their being carried into effect. The only certain

and effectual way to procure good and truly able-bodied seamen, will be by giving an increase of wages; a large pension after the specified time of service has expired, and doing more than was done in the late war for the widows and orphans of those who fall in battle. This is not only a humane, patriotic, and attractive course for the English admiralty to adopt, but it is, in my opinion, a common sense; in other words, the pounds, shillings, and pence view of the subject, which a Jack Tar cannot fail both to understand and appreciate. God forbid that a war should arise; but if it should come, and we are to rely upon the statements I have quoted, and can get those ships well manned, there can be little to fear from the only power with whom a collision is likely to take place, I mean that of the miscreant Muscovite—the destroyer of unhappy Poland.

MOTHER MATHEW. FROM THE FRENCH.

At the battle of Leipsig, on the 18th of October, 1813, the second regiment of marine artillery had three times lost its cannon and colors. Three standard bearers had successively fallen; but such was the desperation of the combatants that they no sooner lost their guns than they recovered them.

The fourth standard bearer, a man named Mathew, a sergeant of the fourth battalion, again charged on the enemy, and re-captured the colors; but at the fourth charge, the brave Mathew fell dead like his comrades, pressing to his heart the re-captured color, riddled like his breast with bullets and grape shot.

Suddenly his wife, a good old French sutler, stepped in his place, charged on the eagle and banner, and precipitately retreated with the few men who escaped the massacre. They were indeed few, for of the 4th battalion nearly all were either killed, wounded, or prisoners.

The artillery were taking their position and closing up their thinned ranks, and mother Mathew (that is what every body called her) had returned to take her post at the left of the regiment, when she perceived the Colonel weeping bitterly.

"What is the matter with our Colonel?" asked the old woman of Adjutant Major Mallet, "he is weeping! A French officer too, fie! Whilst I, Major, I who have just lost my poor Mathew, do not weep; I have too much spirit for that; but they shall pay for it. The poor dear man! Look, Major, how the Colonel weeps! He cries like a conscript, and says that his regiment is lost. That will not revive it, will it, Major!"

"You do not know then," replied the Major, "that we have lost our eagle!"

"Confound it, if the shot have carried it away, it is not the fault of the Colonel!"

"Go to, for an old fool, you do not know that a regiment which has lost its ensign, loses its name."

"Lose its name! no more then will I belong to a regiment that has no name: Go, Major, tell the Colonel to take courage, and come and drink schnaps with mother Mathew, and she will restore the eagle and ensign."

"Where are they?" cried the Colonel, who had ridden up and heard the last words.

"Under my dress! Wait, Colonel, here they are! I have saved the eagle, but I have lost father Mathew!"

"Very well! do not be disheartened," replied the Colonel, embracing her, (impudent fellow!) "and be quiet, I will find in my regiment a handsomer and younger husband for you."

"Younger, that is very likely, Colonel," said the sutler, putting her hand to her eyes; "but he will never be as good as my poor Mathew. I will be revenged, that's certain!"

The Colonel immediately took off the cross of the Legion of Honor which was on his own breast, and placed it on the breast of the brave sutler, saying,

"Take my cross, wear it, for you have earned it, the emperor will confirm it!"

Since then, in 1813, mother Mathew has resided at Toulon, and every review she might be seen, with her cross on her breast, marching at the left of her regiment, old and decrepid as she was. H. H.

ORIGINAL POETRY.

SONG OF THE OKEEFONOKEE.*

BY LIEUT. G. W. PATTEN, U. S. ARMY.

You dare me to sing of the Okeefonokee—
The word, to be sure, is uncouth to the ear—
And yet you may still (if the rhyme do not choke ye)
Make ready to read, or be silent to hear.

You say 'tis the swamp, sir,
So dismal and damp, sir,
Whose intricate windings you wish me to show;
With its lake of the red man,
And shore of the dead man,
Who perished by famine, or fell by the blow.

Do you see yonder cypress? 'tis on "Trembling island,"
Which name from its character so fitly it gets;
Because, should you step there, supposing it dry land,
'Tis twenty to one but the isle oversets.

Like a ship without breezes,
It rocks as it pleases,
Sad footing for marching men, likely to drown.
And often, they say, sir,
'Twould have floated away, sir,
Were it not for that cypress, which anchors it down.

You've read of the stream which they name from St.
Mary,

That hammocks of saplings its head waters know;
And you've heard of the bird of the famed Paddy
Carey;†

They feed in yon cane till to "chickens" they grow.
And the gentle Nautilus,
(This measure will kill us,)

Freights yonder his barge ere to ocean he sails;
While the rough alligator,
The wonder of nature,

Bends hither his course when he changes his scales.

Look now at the west, where the day star is streaming,
Like the light of an eye o'er a scene it enjoy'd;
Oh! yonder are spots in the dim distance gleaming,
As yet undiscover'd by M****s or Fl**d.

By the light of the sunset,
There ready for fun, set

The nut-cracking squirrel and moss-eating hare;
And blithe 'neath the moon-ray,

The fox and the 'coon play,
While the wolf dances round, with the cub of the bear.

And there—at the mention, the bull frog stops leaping,
The snake seeks his hole, and the hornet its hive—

Dwells the red-handed ghost, who hath kept, and is
keeping,

The corpse of the FLORIDA war still alive;
And who laughs every night, sir,

To see the sad plight, sir,
Of the leg-weary soldier—a mud-stricken thing—

Like "Araby's Daughter," bogg'd,
Helpless and water-logg'd—

Oh! 'tis the O-KEE-FO-NO-KEE I sing!
HAMMOCK, OKEEFONOKEE, Feb. 1839.

* Written in consequence of a banter, that the author could not rhyme with Okeefonokee.

† We do not know whether the author alludes to "Mother Carey's chickens," so abundant at sea; or to the anecdote of a son of St. Patrick, who shot a frog and exclaimed: "Arrah! but you were a beautiful bird afore I shot all the feathers aff ye!"—*Pr. Dev.*

FOR RENT.—The office at present occupied by the subscriber, on 17th street, adjoining the Pension office. Possession given immediately.

Feb. 7—11 B. HOMANS.

OFFICIAL ARMY REGISTER, 1839.—Just published and for sale at this office. Price 50 cents. March 7.

WASHINGTON CITY ;
THURSDAY, MARCH 28, 1839.

We have commenced, in detached portions, the republication of the Army Register of 1839, adding, so far as positively known, the station or duty of the officers. After we have completed the staff, we shall take up the regiments of the line; and in like manner, republish by degrees the Navy Register for 1839. This is a species of information which has not heretofore been communicated to the public, and we have no doubt it will prove acceptable to all who feel an interest in the two services.

In the present number will be found, also taken from the Army Register, a list of officers now in the army, who were brevetted during the last war for gallant or meritorious services.

COURT OF INQUIRY AT ST. LOUIS.—By private letters we learn that the testimony was closed on the 9th inst., and it was expected that the defence of Col. BRANT would be delivered on the 10th. After making up its opinion, which would not probably occupy more than two or three days, the Court would adjourn.

MAJOR T. NOEL, 6TH INF.—Reports were in circulation, on the authority of letters from Garey's Ferry, that the wound of Major NOEL had proved mortal; but we are happy to learn that letters, dated 16th March, have been received from himself by his family, in Baltimore, which give the gratifying intelligence that he had nearly recovered.

Gen. MACOMB left Washington on Friday morning in the steamboat Columbia for Norfolk, instead of Thursday evening as he intended, via Fredericksburg and Richmond. His staff consisted of Capt. E. SCHRIEVER, Assistant Adjutant General, Lieuts. M. S. MILLER, 3d Arty., and J. T. SPRAGUE, 8th inf., as Aides-de-camp.

We learn from the Pensacola Gazette, of the 16th instant, that on Tuesday, the 13th, the command of the West India squadron, was transferred from Commodore DALLAS to Commo. SHUBRICK, and on the same day Commo. DALLAS assumed the command of the Navy Yard.

Correspondence of the Army and Navy Chronicle.

SIR: The person who recently furnished you with a public letter, over the signature of D. B. McNeil, U. S. Collector, for publication, omitted to state that he did so without previous reference to, or consultation with, that gentleman, who was in no wise accessory to said publication; which fact it was not doubted, would readily, indeed necessarily, be inferred from the introductory remarks that accompanied and were published with the letter in question.

To reduce that matter, however, to certainty, the above statement is furnished by

March 18, 1839.

JUSTICE.

The U. S. steamboat Poinsett, Capt. Trathen, arrived at Baltimore on Saturday last, from Garey's Ferry, and 56 hours from Charleston. Among the passengers were the widow and child of the late Capt. S. L. RUSSELL, of the 2d infantry.

TO CORRESPONDENTS.—"A Subaltern, No. 4," on the Florida War, next week.

CORRECTION.—At the close of Gen. Jesup's letter to Mr. SHRIEVER, published last week, the word "instructing" should have been interesting.

ARRIVALS AT WASHINGTON.

Mar. 22—Lt. Col. Geo. Talcott, Ordnance, Gadsby's.
 23—Lieut. J. H. Winder, 1st arty., Polk's.

PASSENGERS.

NEW ORLEANS, March 8, per steamboat John Linton, from Natchitoches, Major L. G. De Russy, of the army. March 6, per ship St. Mary, from New York, Capt. W. C. De Hart, Lieut. W. E. Aisquith, and 200 U. S. recruits, bound to Fort Gibson.

CHARLESTON, March 20, per schr. Empire, from St. Augustine, Paymaster C. Andrews, of the army.

NEW YORK, March 24, per brig, Montevideo, from Rio Janeiro, Mid. John C. Henry, of the U. S. navy.

DEFENCE OF THE WESTERN FRONTIER.

QUARTERMASTER GENERAL'S OFFICE.

Washington city, February 15, 1836.

SIR: In obedience to your order requiring my opinions and views as to the general route of a road from Saint Peter's to Red river, and as to the number and the proper positions of the military posts required for the defence of that flank of our country, with an estimate of the cost of making the road and establishing the posts, I have to remark that our whole western frontier, extending from Lake Superior to the Gulf of Mexico, through seventeen degrees of latitude, is, as you are well aware, either bounded by a foreign territory in a state of civil war, or in direct contact with powerful and warlike Indian tribes. Should those who are in arms against their Government on our borders be beaten, they will naturally fly to our country for protection; and if the bands of Indians under the control of their Government be employed against them, the whole of our frontier, south of Fort Towson, will be exposed to their incursions, and to the indiscriminate slaughter characteristic of Indian warfare.

The Indians north of Red river, if united, might bring into the field, perhaps, twenty thousand warriors, and their numbers are daily increasing by the emigrating tribes from Ohio, Indiana, Illinois, Michigan, Tennessee, Mississippi, Alabama, Georgia, and Florida. Many of the emigrants occupy their new positions under the influence of hostile feelings, the result of real or imaginary wrongs; and, for purposes of vengeance, would readily unite with the native tribes (who naturally view with jealousy the steady progress of our population westward,) in any measures against us which should promise even temporary success: and even were the mass of them inclined to preserve peace with us, danger is to be apprehended from the collisions among themselves, and their misunderstandings with our frontier settlers. The better, and indeed, the only way to preserve peace among them, and to protect them and ourselves, is to establish a strong cordon of posts along the whole line, with one or more advanced posts on the Missouri, and, if found necessary, on the Arkansas and Red river also, with good roads communicating between them, and from them to the interior. The posts should be fortified, and the garrisons should be sufficiently strong and well supplied to resist any sudden attack, and hold out if besieged; and there should be a mounted force constantly patrolling the roads, and,

whenever circumstances should render such a measure advisable, strong detachments of dragoons or mounted riflemen should make excursions even into the remotest Indian country.

Taking Fort Snelling, at the junction the Saint Peter's with the Mississippi, as the most northerly point of the cordon, and Fort Jesup, near the Red river, as the most southerly, the intermediate posts already established are, Fort Leavenworth, on the Missouri river, Fort Gibson, on a principal branch of the Arkansas, and Fort Towson, near the Kiamichi branch of Red river. To complete the line, a post is required about midway between Fort Jesup and Fort Towson; another between Fort Towson and Fort Gibson; a third near the Osage Agency, on the Neotio; and a fourth on the river Des Moines, between Fort Leavenworth and Fort Snelling. Three positions on the Des Moines have been mentioned, either of which, if properly fortified and garrisoned, would exercise a decided influence over the Indian tribes between the Missouri and Mississippi rivers, viz: at the raccoon fork, the north fork, and the upper fork. I should prefer the latter, because it is on the direct line of defence, and is within the neutral hunting ground of several tribes of Indians.

This office furnishes no data on which an estimate could be made, with any tolerable degree of accuracy, of the cost, either of making the road or establishing the posts. The labor, however, would, in both cases, be performed by the troops, and but little expense would, therefore, be incurred, except for the wages of master workmen, the extra pay to the soldiers employed, the means of transportation required, and the tools, and materials, such as glass, nails, iron, &c., to be taken from the interior.

A road has already been opened between Fort Jesup and Fort Towson, a distance exceeding three hundred miles, which is now undergoing repairs by authority of an act of the last session of Congress. The length of the road from Fort Towson to Fort Snelling will exceed eight hundred and fifty miles; but the greater part of the route lying over a high and open country, where the work to be performed will be limited, in a great measure, to erecting bridges over streams, and causewaying low and marshy places in their vicinity, thirty-five thousand dollars, it is believed, will be sufficient for the road; and for the four posts, about sixty-five thousand will suffice; making together a hundred thousand dollars for the road and posts—a small sum, when compared with the important objects expected to be attained.

In addition to the cordon indicated, the Council Bluffs should be re-occupied—that position is in the immediate vicinity of several tribes of Indians—it is within one day's march from the Otoes, one and a half from the Great Pawnees, two from the Mahas, two from the Pawnee Loups, and is at a convenient distance from the hunting grounds of the Sioux. During the whole time it was held by our troops, scarcely an instance occurred of difficulty between the Indians enumerated and our traders or other citizens. From the number of tribes it may control, I consider it the most important military position on the Missouri, and whether we establish other posts or not, it should be seized and maintained. Prairie du Chien, though within this line of defence, cannot safely be abandoned; and a garrison of one or two companies will be required for some time at the mouth of Des Moines.

Five thousand men, of whom fifteen hundred should be mounted, are necessary for the defence of this line, and it cannot safely be trusted to less. It will, therefore, be readily perceived that in the views I have taken I have had no reference to the existing military establishment, for experience has shown that it is entirely inadequate to the defence of the country. We have neither artillery sufficient for the forts on the sea-board, nor infantry and cavalry sufficient for the interior frontier. If the companies were

placed on a war establishment, and provision made to arm one of the regiments of infantry with Hall's rifles, and mount it when the service should require it, complete protection might be afforded to the whole country. The expense may, perhaps, be objected to, but I have yet to learn that the blood of American citizens is to be estimated by dollars and cents; and if it were, that system which is most efficient will be found the cheapest in the end.

The ill-judged economy which arrested the measures projected for the defence of the frontiers in 1819, and broke down the army in 1821, has caused all the difficulties which have occurred with the Indians since: had those measures been carried out, and the force then in service retained, competent garrisons might have been placed wheresoever necessary, and at least two regiments have been disposable, and ready to reinforce any point requiring their aid; and the bloodshed, devastation, and consequent expense, attending three Indian campaigns, might have been avoided.

I have the honor to be, sir,

Very respectfully,

Your obt^d serv't,

TH. S. JESUP.

Hon. LEWIS CASS,

Secretary of War, Washington city

COMMUNICATION.

FLORIDA WAR—CAPT. THISTLE'S PLAN.

MR. EDITOR: In the Chronicle of the 7th February, I observe a "Memorial of HEZEKIAH L. THISTLE, of the State of Louisiana, late senior captain of volunteers in Florida," &c. &c. I am not personally acquainted with Capt. Thistle, and therefore my remarks cannot be dictated by any feelings of enmity. But when an individual assumes the important position of a memorialist of Congress, for the purpose of proposing his services to effect an important national enterprise, his plans, principles, and qualifications, become public property, and are properly the legitimate theme of animadversion.

The said Hezekiah L. Thistle proposes a plan for expelling the Indians from Florida. The plan proposed is a very simple one, and by no means original. It is not in any degree comparable with the one pursued by Gen. SCOTT, (I mean the three columns diverging at a certain point,) and which was borrowed by the commanding general in the campaign of '37-'38.

The captain says: "I profess to be a perfect woodsman, and have given proof of my ability to trace the wilds of Florida without guide or interpreter, * * * * * to reach the haunts of the wily savage, and to face him when found; I have also the influence to raise promptly a considerable body of able and suitable men, (chiefly mechanics, of strength to endure and perform, and skill to make or repair what may be needed.)"

As to the first part of his proposition, (his being a perfect woodsman,) it is doubtful at least.

I refer to his two printed letters, *passim*, for the assertion that woodsmen are the only proper antagonists for the Indian. "I set out," says he, "on the broad ground that the army proper is wholly unsuited to Indian warfare." "Unused (the army) to such a woods, and such an enemy," &c. "But the woodsman and hunter would find it their proper element."

"Unused to such woods, and such an enemy." (Indeed! after more than three years' constant service in the one, and against the other!)

And it is proposed to raise a "sufficient number" of these skilful hunters and woodsmen, in the city of Philadelphia. If Mr. Duncan thinks that the wasp-waisted, bandy-legged dandies would make a ridiculous figure pulling down the democracy of Pennsylvania, much more, we imagine, would the city-bred mechanic, who never, perhaps, was beyond the bor-

ders of a thickly settled country, in tracking the Indian through the wilds of Florida. As to the army being unqualified for such warfare, we appeal to facts, which have since become history, to establish the reverse.

I assert, in the most unqualified manner, that the regular army has never been defeated in any engagement in Florida. (The case of one hundred men, in time of peace, being surrounded by six times their number, and one third cut to pieces, as the first intimation of the enemy's presence, is no exception.) I further assert that, although the chivalry of four States, to say nothing of the Territorial militia, have taken the field, making a force equal to all the regular troops employed during the war; and that although these volunteers (with the exception of the Floridians, who, of course, are acclimated,) have invariably commenced and ended their terms of service during the winter campaign, thus giving them the incalculable advantage of sound health over troops who had been suffering from the complicated diseases, and debilitating effects of the summer months, especially injurious to men living in tents—I fearlessly assert, that the volunteers have never stood their ground in any one instance of a close contest. "Facts are stubborn things," and it is high time they should be known and remembered.

(No disparagement is here intended to our militia, as these truths can be accounted for on principles of right reason, and without unworthy imputations to them.)

So much for the captain's assumptions and assertions. The extreme and winning condescension with which he offers his services for the relief of the Government merits all praise. L.

COM. ELLIOTT AND DR. T. J. BOYD, U. S. N.
U. S. NAVAL HOSPITAL,
New York, March 20, 1839.

To the editor of the Army and Navy Chronicle.

It is proper that I should break the silence which I have hitherto observed in relation to the affair of Commodore Elliott and Passed Mid. Barton, to vindicate myself from the accusations made against me by the former, in a publication recently put forth in a Carlisle paper, of the 20th ultimo. In this, Com. Elliott alleges that I had other objects in view than those assigned in returning from the squadron in 1836; that my course of conduct changed when I got on this side of the Atlantic; that I joined a party of discontented officers, if possible to excite them to acts of disobedience towards him; and that the attitude I had assumed in the "matters pertaining to Passed Mid. Barton and myself seemed to call for the investigation of Government." This is a copy of a letter which Commodore Elliott appears to have written two years ago from the Mediterranean, to the Secretary of the Navy. As soon as I knew of its existence, I wrote to the honorable Secretary of the Navy, and earnestly requested the investigation which Commodore Elliott had suggested. His reply, dated March 14, 1839, was, that the Department did not consider it necessary to investigate the causes of my return to the United States.

There is not the slightest foundation in fact for these allegations. I never published, nor caused to be published, a single sentence on the subject; and to show how guarded my conversation has been since my return to the United States, I submit the following extract from a letter written to me by Dr. Barton, without intimation or request, after he saw the above publication:

"I read that letter with amazement; I was under the belief that you had practised reserve, habitually, concerning the transaction in question; a belief I still entertain. In all our frequent intercourse, on public duty, on boards of examination, and in the unreserved communication of my private circle, in my own house, from the period of my first seeing

you, just after your return from the Mediterranean, to the day I parted with you on the termination of the last medical board, I am quite certain you never, in the remotest degree, broached the subject of Commodore Elliott's treatment to Mid. Barton."

If I had felt the least disposition to criminate Commodore Elliott, it might be supposed that I would have indulged it with one whose relation to Mid. Barton afforded so tempting an opportunity. Commodore Elliott gives a very erroneous designation to the disease in my family, which caused my return; this may have been from misapprehension. I informed him, as duty required, that I should apply for a relief, in consequence of Mrs. Boyd's suffering from a nervous affection of a distressing character. My relief was granted at the instance of the late Commo. Rodgers, to whom I had written to procure it. Commodore Elliott, however, rendered every facility to further my wishes, and for this I thanked him. Our intercourse was courteous and civil, and we parted on good terms.

His removal of Mr. Barton from the Constitution, against my remonstrance, was not done as an act of offence to me, and I left it to be settled by the Department. My duty required me to protest. Commodore E., chose to meet the consequences, and remove him; he then became responsible to Government for any abuse attending the exercise of his power. The sufferer was an officer competent and determined to seek redress. My testimony would be the most important if the case were brought, as was expected, before a tribunal. I determined not to interfere in the newspaper statements of either party, so long as my conduct was not misrepresented. I had understood from report that Commodore Elliott imputed some of the paragraphs to me. I informed him by a message through Capt. Boerum that it was not the case; that I had no knowledge of them until I saw them in the papers. The Commodore writes in reply, only two weeks before publishing his letter of accusation:

"Your message by Capt. Boerum, I am glad to say, has removed the unpleasant impressions which existed on my mind in relation to a change of feeling on your part after leaving us with those of mutually a different kind."

I submit this statement to the public without comment.

THOMAS J. BOYD, M. D.
Surgeon U. S. Navy.

THE LATE CAPT. S. L. RUSSELL, U. S. A.
KEY BISCAYNE, E. F., March 1, 1839.

It becomes our painful duty to announce the death of a most estimable friend and fellow officer, Capt. S. L. RUSSELL, of the 2d regiment U. S. infantry.

Captain RUSSELL, on the 28th February, was proceeding in an open boat, on the Miami river, to Fort Dallas, with a portion of his company—while the other part of it was marching by land—when his boat was fired upon by Indians who were concealed on shore. Not a man was touched by the first fire of the Indians. So soon as the Captain was fired on, he ordered his men to pull for the shore, for the purpose of attacking the enemy. Being in the bow of the boat he was the first one to jump on shore, and he had given but a few brief orders to his men when he was pierced by five Indian bullets, one of which passed through his temple and his brain, and occasioned his instantaneous death.

Capt. RUSSELL entered the U. S. army when quite a youth. The greater part of his military life was passed on the northern frontier, in which section of the country, wherever he was known, he was universally respected and beloved. Indeed, we have rarely known a gentleman, the traits of whose character were better calculated to win not only the esteem, but the warm and affectionate regard of his acquaintances, than were those of the deceased. As a

soldier, Capt. RUSSELL was, in truth, a model worthy the imitation of all young officers. He possessed a courage of the most exalted order. Accurately, thoroughly, and intelligently conversant with his military duties, he discharged them in the most prompt, energetic, and conscientiously faithful and correct manner. RUSSELL possessed too noble a nature to be satisfied with obeying the mere letter, but he applied all his energies, both mental and physical, to the attainment of what he considered the objects of an order. While the usefulness of the military service and the interest of his country were ever before his mind's eye, and while he ever exacted a strict attention to duty from those under his command, he yet treated them with a kindness truly parental, and always watched over their welfare and their rights with the most zealous care. Another admirable feature in the military character of Captain RUSSELL was the cheerfulness, the alacrity, and the uncomplaining spirit with which he performed every duty, how irksome or arduous soever it might be.

Captain RUSSELL was not less worthy of admiration as a man than he was as a soldier. He was eminently pious, but he was too liberal-minded and intelligent to possess the least tincture of bigotry. He was ever the mild, unobtrusive, and courteous gentleman. Though his own conduct was ever governed by principles of the purest and loftiest integrity, and of the most scrupulous honor, yet, so kind and charitable was his nature, that he viewed the faults of others rather in "sorrow than in anger." Indeed, among the many lovely traits which irradiated the character of Captain RUSSELL, not the least beautiful or prominent was his kindness to the erring, and his desire to reclaim them rather by gentle admonition, and the silent but powerful influence of his own bright example, than by stern rebuke. The Captain was remarkable for the strength and constancy of his attachments. It may well be said of him that those whom he made his friends he "grappled to his bosom with hooks of steel." In short, so pure was the heart, so stainless was the honor, so high the bravery, so sound the intellect, and so warm the affections of this noble gentleman, that we cannot imagine a being so depraved as not to love his character, and to revere his memory. And though he has paid the great debt of nature, though he has fallen as it becomes a gallant and chivalric soldier to fall—yet it were vain to apply the dogmas of the schools, and say that *regret is useless*. Our gallant and beloved comrade—I had almost said our brother—is gone; but so long as there beats a heart of those who knew him, just so long will his many and rare virtues be enshrined in the memory, and at the name of RUSSELL the tear of regret for his melancholy fate will start unbidden to the eye!

If this be, as it is, but a faint transcript of the feelings of those who can call themselves by no dearer title than that of *friends* to the deceased, what must be those of his immediate family! How will that interesting and amiable lady, whose lone and bereaved condition must excite the tenderest sympathy of the most callous—and who loved him with a love scarcely of this earth, which love was reciprocated to the fullest extent, as it richly merited to be—how will she bear up under this terrible blow? But let us not disturb the sanctity of grief so hallowed. May He, who "tempers the wind to the shorn lamb," and who comforteth the widow and the fatherless, sustain with His powerful arm, in this awful crisis, those gentle beings whose happiness, not to say existence, was wrapped up in that of our deceased friend!

J.

We are called upon to lament the death of another officer in Florida, killed in an action with the Seminoles on the banks of the Miami river, near Fort Dallas, Key Biscayne,

Captain S. L. RUSSELL, of the 2d reg't U. S. inf. On his passage down the river with his company, Feb. 28th, 1839, he was fired upon by a large party of Indians, and while landing his men and forming them for action, he received three balls, one of which pierced his brain and instantly deprived him of life. He has left a widow and children to mourn their untimely loss.

Although the catalogue of officers who have fallen in Florida since the outbreak of the present Seminole war be a long and mournful one, there is not, perhaps, a name upon it that may call more afflicting recollections than that of Captain RUSSELL. Higher rank, longer service, or a more emblazoned fame, may have given to some a larger celebrity before the public eye; but where Capt. RUSSELL was intimately known, where his eminent virtues could be rightly appreciated, a value was set upon his character, which might be envied by the most favored votaries of Fame. Rich in intellectual endowments, mature in his professional experience, mild and patriarchal in his mode of government, but energetic, prompt and judicious in the exercise of command, he brought into the service of his country traits and powers which, to be thus sacrificed, is, to that service, no common detriment.

But to this rare confluence of high and valuable attributes, there is yet another to be added, of crowning worth: a sincere, zealous, and consistent piety! He was one among that small class of officers who, by taking up the Cross of Christ as the emblem of their faith and guide of their life, go far to redeem our profession from the imputation so often cast upon it, of an abandonment of all religious spirit and observance. In this light, the character of Captain RUSSELL shone in its most lovely aspect. Being placed, by his rank, in official authority over his men, he felt that his trust was but half-discharged while he confined his attention solely to his official relations. He believed that a captain, at the head of his company, was invested not only with military but with moral responsibilities which, in all respects, were co-extensive with his moral influence. He felt that influence to be large, in his own little community, and he failed not to answer the demands of conscience by bestowing a good portion of his time and interest for the moral and religious improvement of his men. They soon learned to realize the advantages of their lot, and returned to their faithful commander a full guerdon of affection and gratitude. Though in Florida, they felt not, as some do feel, that they were in a region of utter heathenism, for the sabbath day was, with their Captain (when not contravened by his military superiors) always "kept holy." The privilege of rest for one day in seven, and of worshipping God in that His appointed time—a privilege claimed and cherished in every department of civil life, from the halls of Congress to the hut of the peasant—was not denied to them.

This bereavement, so sudden and so afflictive to the company, was felt, by each individual of it, as a private loss. It will long be as a veil of sadness to them, shrouding their spirits in gloom, heavy and enduring.

But if such be the effects produced by his death on hearts so remotely related to him, what must be the weight of tribulation which the tidings will bear to the circle of his fondest affections—the endearing precincts of home? But over that solemn scene, it befits us rather to draw the veil. Silence and sympathy will speak the rest.

His example, however, is left us; and by its benign influence he still lives and acts, though his mortal part has perished. His spirit, released from her earthly tabernacle, has been wafted to the bosom of that Saviour to whom he gave himself, and in whose righteousness alone he trusted.

J. R. V.

LAWS OF THE UNITED STATES.

[PUBLIC—No. 38.]

AN ACT making appropriations for the naval service for the year one thousand eight hundred and thirty-nine.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be appropriated for the naval service, for the year one thousand eight hundred and thirty-nine, in addition to the unexpended balances of former appropriations, viz:

For the pay of commissioned, warrant, and petty officers, and of seamen, two millions three hundred and forty-two thousand six hundred and twenty-five dollars and sixty-four cents.

For pay of superintendents, naval constructors, and all the civil establishments at the several yards, forty-four thousand dollars.

For provisions, six hundred thousand dollars.

For repairs of vessels in ordinary, and the repairs and wear and tear of vessels in commission, one million dollars.

For medicines and surgical instruments, hospital stores, and other expenses on account of the sick, seventy-five thousand dollars.

For improvement and necessary repairs of the navy yard at Portsmouth, N. H., thirty thousand dollars.

For improvement and necessary repairs of the navy yard at Charlestown, Massachusetts, twenty-six thousand dollars.

For improvement and necessary repairs of the navy yard at Brooklyn, New York, seven thousand five hundred dollars.

For improvement and necessary repairs at the navy yard at Philadelphia, Pa., eight thousand dollars.

For improvement and necessary repairs at the navy yard at Washington, twenty-six thousand dollars.

For improvement and necessary repairs of the navy yard at Gosport, Virginia, sixty-four thousand dollars.

For improvement and necessary repairs of the navy yard near Pensacola, twenty-five thousand dollars.

For ordnance and ordnance stores, sixty-five thousand dollars.

For defraying the expenses that may accrue for the following purposes, viz: for the freight and transportation of materials and stores of every description; for wharfage and dockage; storage and rent; travelling expenses of officers and transportation of seamen; house rent for pursers when attached to yards and stations where no house is provided; for funeral expenses; for commissions, clerk hire, office rent, stationery, and fuel to navy agents; for premiums and incidental expenses of recruiting; for apprehending deserters; for compensation to judge advocates; for per diem allowance to persons attending courts martial and courts of inquiry; for printing and stationery of every description, and for working the lithographic press; and for books, maps, charts, mathematical and nautical instruments, chronometers, models, and drawings; for the purchase and repair of fire engines and machinery, and for the repair of steam engines in navy yards; for the purchase and maintenance of oxen and horses, and for carts, timber wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage and towing ships of war; for taxes and assessments on public property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel, and for candles and oil for the use of navy yards and shore stations; for repairs of magazines or powder houses; and for no other purpose whatever, four hundred and fifty-four thousand dollars.

For contingent expenses for objects not herein before enumerated, three thousand dollars.

For pay of the officers, non-commissioned officers, musicians, and privates, and subsistence of the officers of the marine corps, one hundred and seventy-four thousand three hundred dollars.

For the provisions of the non-commissioned officers, musicians, and privates serving on shore, servants, and washerwomen, forty-five thousand and fifty dollars.

For clothing, forty-three thousand six hundred and sixty dollars.

For fuel, sixteen thousand two hundred and seventy dollars.

For keeping the present barracks in repair until new ones can be erected, and for the rent of temporary barracks at New York, ten thousand dollars.

For the transportation of officers, non-commissioned officers, musicians, and privates, and expenses of recruiting, six thousand dollars.

For medicines, hospital stores, surgical instruments, and pay of matron, four thousand one hundred and thirty-nine dollars.

For contingent expenses of said corps, freight, ferrriage, toll, wharfage, and cartage, per diem allowance for attending courts of inquiry, compensation to judge advocates, house rent where there are no public quarters assigned, incidental labor in the quartermaster's department, expenses of burying deceased persons belonging to the marine corps, printing, stationery, forage, postage on public letters, expenses in pursuing deserters; candles and oil for the different stations, straw for the men, barrack furniture, bed-sacks, spades, axes, shovels, picks, and carpenter's tools, seventeen thousand, nine hundred and seventy-seven dollars.

For military stores, pay of armorers, keeping arms in repair, drums, fife, flags, accoutrements, and ordnance stores, two thousand dollars.

For completing the hospital at New York, twenty thousand dollars.

For conveying Schuylkill water to the naval asylum at Philadelphia, and for all necessary repairs, nine thousand seven hundred and sixty dollars.

For current expenses of the hospital and its dependencies near Norfolk, one thousand five hundred dollars.

For completing the hospital buildings at Pensacola, and building a wharf for landing the sick, four thousand dollars.

Sec. 2. *And be it further enacted,* That it shall be the duty of the Secretary of the Navy, under the direction of the President, to make preparations for, and to commence, the construction of three steam vessels of war, on such models as shall be most approved, according to the best advices they can obtain, or to complete the construction of one such vessel of war, upon a model so approved, as in the opinion of the President shall be best for the public interest, and most conformable to the demands of the public service; and that to enable the Department to carry into effect this requirement, a part of the sum already appropriated for the gradual improvement of the navy, equal to the sum of three hundred and thirty thousand dollars, shall be, and is hereby, directed to be subject to the disposition of the Department for this object, in case that amount can be diverted from that appropriation without a violation of existing contracts; and if that cannot be done consistently with the rights of contractors and the public interests, then so much of the said sum of three hundred and thirty thousand dollars as can be so diverted to this object, from the appropriation referred to, shall be subject to the disposition of the Secretary of the Navy for this purpose, and the residue of the said sum of three hundred and thirty thousand dollars shall be, and the same is hereby, appropriated, and shall be paid, out of any money in the Treasury not otherwise appropriated: and the said sum of three hundred and thirty thousand dollars, to be expended in the manner in this section prescribed, shall be in addition to any materials now on hand, applicable to the construction of the said steam vessels of war.

APPROVED, March 3, 1839.

DOMESTIC INTELLIGENCE.

FLORIDA WAR.

From the Savannah Georgian, March 16.

GAREY'S FERRY, March 13, 1839.

MY DEAR SIR: By advices received from the south, we have the melancholy intelligence of the death of Capt. SAMUEL L. RUSSELL, of the 2d infy.; a gallant officer, God's noblest work, an honest man, and a sincere Christian; he deserved and enjoyed the esteem and love of all who knew him. He was descending the Miami river on the 28th ultimo, on his way to Fort Dallas, with a part of his company in open boats; the savages, in ambush on the river bank, waited until he arrived within gun shot, when the boats received a volley from the Indians, who,

being on an eminence, fired over them and no one was injured. Captain R immediately struck for the opposite shore, and on reaching it leaped out on the ground, and turning round to address a few words to his men, was immediately fired at by several rifles, three of which took effect, two in his body, and one just above the temple, producing instantaneous death.

Lient. Woodruff, Capt. R's subaltern, who was some distance behind, heard the firing, and, hastening to the succor of his Captain, engaged the Indians for nearly an hour, when he forced them to retreat. He then collected his boats, and having obtained possession of his Captain's body, proceeded to Fort Dallas. The Indians were pursued, but, as usual, their perfect knowledge of the country enabled them to escape. Captain Russell was clad in the undress uniform of the infantry, and it was to this that we may probably attribute his death, as but one of the company besides himself was touched. The loss of the Indians was not known, their number was much greater than has fought us together for a long while. The remains of Capt. R. were interred with military honors on the 1st inst. By intelligence received from the interior, we learn that Major Noel's wound has since proved mortal, and thus are we compelled at the same time to mourn the loss of two brave and efficient officers, and to acknowledge that "in the midst of life we are in death."

From the New Orleans Picayune, March 9.

SEVENTH REGIMENT U. S. INFANTRY.—This veteran regiment is now in our city, on its way to Florida. For the last twenty years it has been stationed in Arkansas, and we have been informed by a gentleman attached, that some of the officers have never left that wild region during the whole time, and have never even seen a rail road or canal. This regiment was with General Jackson when he put an end to the old Seminole war, and we sincerely hope it may be instrumental in bringing about the result on this campaign.

As many errors have appeared in the names of the officers attached, we republish the following:

- Lt. Col. W. Whistler, commanding,
- Major J. S. McIntosh,
- Lt. R. C. Gatlin, Adjutant,
- Lt. G. R. Paul, A. A. Q. M. and Commissary,
- Ass't Surgeons Mills, Moore, and Suter.
- Comp'y A. Capt. Rains, Lt. Shepherd.
- B. Lt. W. K. Hanson, com'g.
- C. Capt. Holmes and Lt. J. S. Sanderson.
- D. Lt. C. Hanson, com'g.
- E. Lt. R. F. Baker, com'g.
- G. Capt. W. Seawell, com'g.
- H. Capt. E. S. Hawkins, com'g.
- I. Capt. S. W. Moore, com'g.
- K. Lt. D. P. Whiting, com'g.

Office of the News,

ST. AUGUSTINE, March 13, 1839.

FROM TAMPA BAY.—About the 1st inst., Gen. Taylor shipped 250 Indians, consisting of 65 warriors, women, children and negroes, westward. The women were very reluctant to go, and upbraided the men with cowardice, in refusing to die upon their native soil. The vessel departed amid their lamentations and taunts, and reproaches upon the conduct of their warriors. Among the negroes is Abraham, well known as an interpreter and a wily and treacherous rascal.

By the steamer Santee, Captain Poinsett, from the southern posts, we learn that the troops are all well. No demonstrations of the enemy since the affair at Miami, and that Lient. Mackall is rapidly recovering.

Gen. Taylor has secured the above amount of Indians with but little noise—and their shipment is the first intelligence received by us even of their capture.

By the revenue cutter Jefferson, arrived at this port yesterday, having left Cape Florida on the 11th instant, we learn that an expedition from Cape Florida, consisting of the troops under Major Churchill, the boats and seamen of the U. S. schr. Wave, the revenue cutter Campbell, and steamboat Isis, started on the night of the 10th inst. to scour the country between Cape Florida and New river. The troops were to go by land, and the boats to penetrate the bays and ratones along the coast.—*Balt. American.*

Correspondence of the Baltimore Patriot.

U. S. SCHOONER WAVE, }

Key Biscayne, March 9, 1839. }

SIR: I enclose you for publication a list of the officers attached to the U. S. schrs. Wave and Otsego.

U. S. SCHOONER WAVE.

John T. McLaughlin, Lt. Commandant.

John Contee, Jr., 1st Lieutenant.

R. C. Cogdell, 2d Lieut. of the Wave.

C. R. Howard, 3d do do

H. D. Taliaferro, Assistant Surgeon.

John W. Marshall, Captain's Clerk.

U. S. SCHOONER OTSEGO.

E. T. Shubrick, Lieutenant Commanding.

Geo. M. Conegys, Midshipman.

Officers and crew all well.

LATEST FROM MAINE.—Dates from Augusta are up to Wednesday the 20th inst. The most important news is the determination of the Maine House of Representatives to persist in maintaining a belligerent attitude.

Sir John Harvey's communications to General Scott intimate a disposition to withdraw the British troops to the South of the St. Johns.

It is said that Gov. Fairfield has not communicated any thing definite in reply to the letter of Sir John Harvey, but awaits the action of the Legislature upon the subjects of his message.

Gen. Scott remains at the Augusta House.

Three fourths of all the timber cut by the trespassers is on the north side of the St. John's, on which the British have exclusive possession. It can easily be run into the province on the breaking up of the ice.

In view of the attitude assumed by the Maine House, the aspect of affairs is not so pacific as it was a few days ago. It is safe, however, to infer, that there need be no apprehension of any immediate collision of the forces of the two belligerents. Things will remain quiet for the present; though we by no means think that the probabilities of a war, finally, are at all lessened. The next news from England will probably enable us to determine certainly on that point.—*Philadelphia Ledger.*

FROM MAINE.—We have seen an extract from a letter written at Augusta on the 16th, which contains this gratifying passage:—

"Gen. Scott has received a letter from Sir John Harvey, which does honor to the head and heart of the writer. If the British ministry meet the question in the same spirit, our friendly relations need not be interrupted."

We have only to add that the letter which we have seen, is from one who knows, and that the sentiment expressed in the extract may be considered as the sentiment of General Scott himself.—*New York Com. Adv.*

THE MEDITERRANEAN SQUADRON.—Letters have been received in the city, dated on board the Ohio, 25th December last, when that vessel was within one day's sail of Gibraltar. They state that an assistant of the fleet surgeon, Dr. VAN WYCK, fell on the deck in a fit of apoplexy, the morning after leaving this port, and that at the time of writing, he had only so far recovered as to be able to articulate the

monosyllable, no. We have been requested to give publicity to this unfortunate occurrence, for the information of Dr. Van Wyck's father, who, it is feared, may not have received the letter written to him concerning it, from on board the Ohio. The cause of it, it is added, may be in part ascribed to the orlop deck arrangement, for the Dr. slept in the orlop, near the pump-wells, and the air was excessively bad. The lieutenant of the watch had one night fallen on the deck, and badly fractured his leg.

The letters in question give a horrid account of what they term their "prison-ship," and say "it grows worse and worse."—*New York Courier*.

From the Globe.

Extract from the report of Capt. JOSEPH SMITH, of the United States ship Ohio, dated 28th of December, 1838, and transmitted to the Department by Com. ISAAC HULL, commanding United States naval forces in the Mediterranean.

"Of the state and condition of the ship's company, I am happy to say, that perfect harmony and subordination exist, and a zeal to do their duty, each in his proper sphere, is apparent in all ranks. The officers, generally, are intelligent and competent, and evince a disposition to exert themselves to make the ship what it is desirable she should be. The men are well behaved and subordinate, and with but few exceptions, are efficient.

"The ship accommodates her officers and crew as well as ships of her class can, as far as I am able to judge. I have, with Commander Stockton, made inquiry of the officers occupying rooms on the orlop deck, as to their convenience and comfort, and they stated that their apartments had been quite comfortable, and much more so than they had expected to find them.

"Thus far that deck has proved extremely comfortable to all whose berths are there, and much more so, in my opinion, than any other deck could have been made, for all its occupants. The consumption of oil and candles is an objection here, as it is in all ships below, but certainly not more so in this than in any other ship.

"The orlop deck can be, and has been, kept clean and dry, and well ventilated by windsails, and I have perceived no ill effects, and, as far as I have learned, I believe no instance of ill-health is attributable to, or exists in consequence of, sleeping or messing on that deck."

The sloop of war Concord is now ready for a cruise—with one trifling exception. *There are no men attached to her*—and there probably will be none for some time to come. The Constitution has been detained for some time at Norfolk for want of seamen—and all that could be procured at either of the rendezvous has been sent to Norfolk to man that frigate. There are now three sloops of war waiting for crews, viz: the Concord at Charlestown, the St. Louis at New York, and the Warren * at Norfolk. It is also said that the frigate Brandywine is ordered to be fitted out with despatch.—*Boston Mercantile Journal*.

* The Warren has sailed for the W. Indies.—*Ed. A. & N. C.*

The schooner Helen Mar, from Boston, arrived at Bath, 16th, with six brass 12 pound cannon, for the U. S. Arsenal at Augusta.

Correspondence of the Journal of Commerce.

GUAYAMA, Feb. 19, 1839.—The U. S. ship Natchez, Capt. Page, arrived here on the 13th inst. from St. Thomas, the officers and crew all in good health, and left on the 16th at night for Ponce.

The reception Capt. Page gave to the Authorities here was highly gratifying to them, and I think his visit here (being the first U. S. ship of war ever in this port) will be very beneficial to our commerce with this place.

FROM SOUTH AMERICA.—Captain Kempton of the Wm. C. Nye, from Rio Janeiro, which port she left on the 1st of February, was informed the night he sailed by an American gentleman, that news had just reached that place which was generally believed, that the French squadron had commenced the bombardment of Buenos Ayres.—*N. Y. Gazette*.

RAISING THE MEXICAN BLOCKADE.—The circular of Admiral Baudin, notifying to the different Consuls at Vera Cruz, the raising of the blockade of several of the Mexican ports, leaves no doubt the ports thus favored are in the hands of Urrea and his party.

(CIRCULAR.)

FRIGATE NEREIDE,
Anton Lizardo, Feb. 17, 1839.

Sir: In the present contest between Mexico and France, the Government of his Majesty never had, and never will have, any other desire than to insure justice and protection to Frenchmen. That justice and protection seem to exist at present in the portion of the Mexican States which have declared in favor of the Federal Constitution, comprehending the ports of Metamoras, Tampico, Soto la Marina and Tuspan, and I have raised the blockade of said ports to show that France is not hostile to those who are not hostile to her.

I have the honor, Sir, to request of you to communicate to the captains of vessels of your nation the assurance that no obstacle is interposed to their trade by the French cruisers in that part of the coast of the Gulf of Mexico, comprehended between the river Tocolata, and the bar of Santiago, North of the river Bravo.

Should a change of circumstances oblige me to renew the blockade on any part of the coast, it will be announced with the same formalities and delays as the former.

I have the honor to be, &c.

The Rear Admiral, commanding the naval forces of France, in the Gulf of Mex. co.

CHARLES BAUDIN.

NEW CONTINENT IN THE SOUTH SEA—THE FRENCH EXPLORING EXPEDITION.—Capt. Pendleton, of the whale ship Caledonian, recently arrived at Stonington, reports having met at Talcahuana, with Commodore D'Urville's French Exploring Expedition. The new continent the Commodore spoke of discovering in S. lat. 60, Capt. Pendleton has no doubt is Palmer's Land, discovered by the Americans in 1820-21. Com. D'Urville told him—

"The briny pyramidal shower from the blows of those leviathans of the deep, were continually in view during daylight, in every direction, and were constantly so near, and around the corvettes, that ever and anon could be heard the sounding roar of those giants of the ocean, breaking through their spoutings to obtain their respiration."

The crews of the French squadron, from the bad construction of the vessels, suffered greatly from the scurvy.

MILITARY INTELLIGENCE.

FORT HEILEMAN, FLA., March 8, 1839.

2d Dragoons.—Lieut. Col. Harney has returned from Washington, and relieved Major Fauntleroy in command of the regiment; head-quarters removed from Newnansville to Fort Heileman. "B" (Capt. Fulton) has returned from the south, and is now engaged scouring the country round Fort Gatlin; "G" (Capt. Howe's) withdrawn from Forts King and Micanopy, and ordered to replace "I" at Newnansville; "I" (B. L. Beall's) under orders for St. Marks, Middle Fla.

The foregoing includes all the changes of any moment since my last. Captain Miles, A. Q. M., arrived at Fort Heileman on the 28th ult., and has been placed on temporary duty till the arrival of Col. Cross, now at

Tampa. Capt. Lloyd Beall's company of Dragoons, it is expected, will shortly return from the Okefonokee District, as a regiment of militia is about being mustered into service.

March 10.—Major Churchill's and Capt. Vinton's reports have just been received, announcing the melancholy intelligence that Capt. S. L. Russell, 2d Infantry, had lost his life on the 20th ult., having encountered a party of Indians two miles and a half from Fort Dallas, (Key Biscayne,) while ascending the Miami river with a detachment of his company. It appears from the report of Lieut. Woodruff, who commanded a detachment proceeding in a course parallel with the river, that on hearing the report of several rifles he hastened his movements in the direction of the firing, and on reaching the river bank saw a party of from 40 to 50 of the

enemy firing into the boats; his captain fell at the first fire, pierced with three balls, in the act of leading his men forward. The attack continued for upwards of an hour, when the Indians were driven off. It is gratifying to hear that no property of any description fell into the enemy's hands.

Information has also been received of the death of two men of "K" company, 3d artillery, while engaged in chopping wood (for steamboats) near Fort Lauderdale, New river, being surrounded by several Indians, and fired on while at work. General Taylor is now at Miccanopy, where he arrived on the 9th inst., engaged in laying off the country into districts for the purpose of forming an organized military occupation as far south as the Withlacoochee.

LIST OF OFFICERS NOW IN THE ARMY WHO WERE BREVETTED DURING THE LATE WAR.

Name and present rank in the Army.	State where from	Bvt. rank conferred and date of commission.	Remarks.
1812.			
Bvt Brig Gen Z. Taylor, Col 1 inf	Ky.	Major 5 Sept	Gallant conduct in the defence of Fort Harrison.
Paymaster Gen N Towson,	Md.	Major 5 Oct	"For capturing the enemy's brig Caledonia, under the guns of Fort Erie."
1813.			
Bvt B G J R Fenwick, Col 4 art	S. C.	Col 18 Mar	Gallant conduct—Niagara Frontier.
Col J G Totten, Corps of Eng'rs	Conn.	Maj 6 June	Meritorious services.
Col Geo Croghan, Inspector Gen	Ky.	Lt Cl 2 Aug	Gallant conduct in defeating the enemy at Fort Sandusky.
Bvt Brig Gen A Eustis, Col 1 art	Mass.	Lt Cl 10 Sept	Meritorious services. [U. C.]
Bvt Col J B Walbach, Lt Col 1 art	Penn.	Maj 11 Nov	Gallant conduct—battle of Crysler's Farm, St. Lawrence.
Lt Col I B Crane, 2 art	N. J.	Maj 13 Nov	"Meritorious services and general good conduct in said army."
1814.			
Lt Col H Whiting, D Q M Gen	Mass.	Capt 17 Mar	"For meritorious services."
Bvt M G T S Jesup, Q M Gen	Ohio.	Lt Cl 5 July	"For distinguished and meritorious services in the battle of Chippewa."
Paym'r Gen N Towson, (2d bvt)	Md.	Lt Cl 5 July	"For distinguished and gallant conduct in the conflict of Chippewa."
Bvt B G R Jones, Col & Adj't Gen	Va.	Maj 5 July	"For distinguished services in the conflict of Chippewa."
Col W J Worth, 8 inf	N. Y.	Capt 5 July	"For his gallant and distinguished conduct on the fifth of July, in the battle of Chippewa."
Bvt Maj Gen W Scott, Brig Gen	Va.	M G 25 July	"For his distinguished services in the successive conflicts of Chippewa and Niagara, and for his uniform gallantry and good conduct as an officer in said army."
Bvt Maj Gen T S Jesup, (2d bvt)	Ohio.	Col 25 July	"For gallant conduct and distinguished skill in the battle of Niagara."
Lt Col S Burbank, 5 inf	Mass.	Maj 25 July	"Being for his gallantry and good conduct in the conflict at Niagara."
Col W J Worth, (2d bvt)	N. Y.	Maj 25 July	"Being the day of the battle of Niagara, in which Captain Worth was distinguished by his gallantry & good conduct."
Lt Col N S Clarke, 8 inf	Conn.	Capt 25 July	"For his gallantry and good conduct in battle of Niagara."
Paymaster D Fraser,	N. Y.	Capt 25 July	Gallant conduct—battle of Niagara.
Bvt Maj Gen E P Gaines, B Gen	Tenn.	M G 15 Aug	"For his gallantry and good conduct in defeating the enemy at Fort Erie."
Bvt B Gen G M Brooke, Col 5 inf	Va.	Lt Cl 15 Aug	Gallant conduct in the defence of Fort Erie.
Lt Col A C W Fanning, 4 art	Mass.	Maj 15 Aug	Gallant conduct in the defence of Fort Erie.
Bvt Col W S Foster, Lt Col 4 inf	N. H.	Maj 15 Aug	Gallant conduct in the defence of Fort Erie.
Bvt Maj R A Zantzinger, Capt 2 art	Penn.	Capt 15 Aug	Gallant conduct in the defence of Fort Erie.
Bvt Maj R M Kirby, Capt 1 art	Conn.	1 Lt 15 Aug	"For his gallantry and good conduct during the siege of Fort Erie."
Paymaster B F Larned,	Mass.	1 Lt 15 Aug	Gallant conduct in the defence of Fort Erie.
Maj Gen Alexander Macomb,	N. Y.	M G 11 Sep	"Distinguished and gallant conduct in defeating the enemy at Plattsburgh."
Bvt B G John E Wool, Insp'r Gen	N. Y.	Lt Cl 11 Sep	Gallant conduct—battle of Plattsburgh.
Col J G Totten, (2d bvt)	Conn.	Lt Cl 11 Sep	Gallant conduct—battle of Plattsburgh.
Lt Col R E DeRussy, Corps Eng	N. Y.	Capt 11 Sep	Gallant conduct—battle of Plattsburgh.
Bvt B G Geo M Brooke, (2d bvt)	Va.	Col 17 Sep	"Distinguished and meritorious services in the sortie from Fort Erie."
Bvt B Gen Roger Jones, (2d bvt)	Va.	Lt Cl 17 Sep	"Being the day of the sortie from Fort Erie, in which Maj. Jones was distinguished by his gallantry & good conduct."
Paymas'r Donald Fraser, (2d bvt)	N. Y.	Maj 17 Sep	Gallant conduct—sortie from Fort Erie.
Bvt Major R M Kirby, (2d bvt)	Conn.	Capt 17 Sep	"For his gallantry and good conduct in the sortie from Fort Erie."
Lt Col J B Brant, D Q M Gen	Conn.	1 Lt 17 Sep	Gallant conduct—sortie from Fort Erie.
Col Geo Bomford, Ordnance	N. Y.	Lt Cl 22 Dec	Meritorious services in the ordnance department.
1815.			
Bvt Col S Thayer, Lt Col Corps E	Mass.	Maj 20 Feb	"Distinguished and meritorious services" at Norfolk.
Bvt Col J B Walbach, Lt Col 1 art	Penn.	Lt Cl 1 May	Meritorious services.

ORDNANCE DEPARTMENT.

Colonel.
George Bomford, Ordnance Office, Washington city.
Lieutenant Colonel.
George Talcott, Albany, New York.

Majors.
H. K. Craig, Allegheny arsenal, Pittsburgh, Pa.
R. L. Baker, Watervliet arsenal, West Troy, N. Y.
M. P. Lomax, Watertown arsenal, Watertown Mass.
J. W. Ripley, Kennebec arsenal, Augusta, Me.

Captains.
J. Symington, St. Louis arsenal, St. Louis, Mo.
W. H. Bell, Washington arsenal, Washington, D. C.
E. Harding, Augusta arsenal, Augusta, Geo.
A. Mordecai, Ordnance office, Washington city.
Benj. Huger, Fort Monroe arsenal, Fort Monroe, Va.
J. A. J. Bradford, North Carolina arsenal, Fayetteville,
G. D. Ramsay, Frankford arsenal, Frankford, Pa.
J. A. d'Lagnel, N. York Depot, Governor's island, N. Y.
W. Maynadier, Pikesville arsenal, Pikesville, Md.
W. A. Thornton, Mount Vernon arsenal, M. Vernon, Ala.

First Lieutenants.
John Williamson, Apalachicola arsenal, Chattahoochee, Florida.

R. H. K. Whiteley, Washington arsenal, D. C.
R. E. Temple, Baton Rouge arsenal, Louisiana.
George H. Talcott, Watervliet arsenal, West Troy, New York.

John F. Lee, Little Rock arsenal, Arkansas.
James M. Morgan, Allegheny arsenal, Pittsburgh, Pa.

Second Lieutenants.
L. A. B. Walbach, Fort Brooke, Tampa Bay, Fla.
Peter V. Hagner, Fort Monroe arsenal, Virginia.
R. A. Wainwright, Watervliet arsenal, West Troy, New York.

Alexander B. Dyer, Liberty Depot, Liberty, Mo.
Alex. H. Dearborn, St. Louis arsenal, St. Louis, Mo.
J. T. Metcalf, Garey's Ferry Depot, Fla.

CORPS OF TOPOGRAPHICAL ENGINEERS.

Colonel. DUTY OR STATION.
John J. Abert, In charge of Bureau at Washington.
Lieutenant Colonel.
James Kearney, Member of Board for examination of Lake harbors.

Majors.
Stephen H. Long, Construction Western and Atlantic rail road.
Hartman Bache, Rebuilding light-house on Brandywine shoal.
James D. Graham, At present on a Court of Inquiry at St. Louis.

William Turnbull, Construction Potomac Aqueduct.

Captains.
William H. Swift, Harbor improvements on Long Island sound.
Wm. G. Williams, Construction of harbors, Lake Erie.
Augustus Canfield, Survey of old Fort Oswego.
Campbell Graham, Improvements harbor of Mobile.
W. B. Guion, With army in Florida.
George W. Hughes, Elkridge and Annapolis rail road.
Thomas J. Cram, Not yet assigned to duty.
John McClellan, Improvement Core Sound and New river, N. C.

Washington Hood, Assistant to Colonel Abert.
John Mackay, With army in Florida.

First Lieutenants.
Howard Stansbury, Constructing roads in Wisconsin.
Thomas B. Linnard, Improvement harbor of Whitehall, N. Y.

Joseph E. Johnston, On duty with Gen. Scott.
Thomas J. Lee, Not yet assigned to duty.
A. A. Humphreys, Assistant to Captain Canfield.
Wm. H. Emory, Assistant to Major Bache.
John N. Macomb, Construction of roads in Florida.
J. H. Simpson, Assistant to Captain Williams.
J. E. Blake, With army in Florida.
A. P. Allen, Assistant to Major Bache.

Second Lieutenants.
Lorenzo Sitgreaves, Constructing roads in Florida.
W. H. Warner, Improvement harbor of New Bedford, Mass.

I. C. Woodruff, Assistant to Captain Williams.
J. W. Gunnison, With army in Florida.
E. P. Scammon, Assistant to Captain Canfield.
R. McLane, Constructing roads in Florida.
C. N. Hagner, Assistant to Lieut. Stansbury.

W. R. Palmer, On duty with Gen. Scott.
C. Fremont, Geographical Expedition, western country.
Joseph D. Webster, Assistant to Lieut. Stansbury.

ARMY.

OFFICIAL.

GEN. ORDERS, No. 23, Mar. 22—Bvt. Major Staniford, of the 8th infy., senior captain serving with his regiment, is assigned to duty according to his brevet rank, during the absence of the Lieut. Col., as superintendent of the general recruiting service.

SPECIAL ORDERS.

No. 16, March 20—Leave for six months from April 1, to Capt. J. Page, 4th infy., at the expiration of which he will join his company.

No. 17, Mar. 21—2d Lieut. J. T. Sprague, 8th infy., to report to Major Gen. Macomb. First Lieut. E. W. Morgan, 2d arty., relieved from recruiting service, leave granted until April 30, when he will join his company.

RESIGNATION.

Richard Bennett, 1st Lieut. 1st infantry, March 13.

TRANSFER.

2d Lieut. Geo. Deas, from 5th infy., to 1st dragoons.

RECRUITING SERVICE.

3d Infantry.—A detachment of 110 recruits, under the command of Captain Bonnell, destined to reinforce the battalion of the 3d infantry, stationed at Fort Towson, Ark., sailed from New York on the 20th March, for New Orleans, in the ship Republican. After performing this duty, Capt. B. will join his regiment.

RENDEZVOUS ESTABLISHED.

New Haven., Conn. for General Service under 1st Lieut. Wade, 3d arty.

Ithica, N. Y., for 8th infy., under 2d Lt. Riehl, 8th inf.

Mobile, Ala., for 6th infy., under ———— 6th inf.

RENDEZVOUS DISCONTINUED.

Winchester, Va. Fayetteville, N. C.

NAVY.

ORDERS.

Mar. 22—Comm'r. H. Paulding, relieved in command of ship Levant, by Comm'r J. Smoot, now of the Erie; and the latter in command of the Erie, by Comm'r. W. V. Taylor, ordered from Newport to Pensacola.

21—P. Mid. W. M. E. Adams, and F. E. Barry, W. I. squadron.

Ass't. Sur. E. J. Rutter, schooner Grampus.
Acting Mid. H. N. T. Arnold, W. W. Roberts, frigate Constitution.

25—Ass't. Surgeons Geo. Mauleby and W. Grier, ship Ohio, Mediterranean.

Mid. W. H. Adams, Naval school, Norfolk.

U. S. VESSELS OF WAR REPORTED.

BRAZIL SQUADRON—Ship Independence, Commodore Nicolson, sailed from Rio Janeiro, Jan. 26, for Monte Video.

Ship Fairfield, Lt. Comd't. Mackenzie, and brig Dolphin, Lt. Comd't. Purviance, at Montevideo, Jan. 13—all well.

EXPLORING EXPEDITION.—Capt. Willis, of brig Inga, arrived at Boston from Montevideo, reports that he spoke Jan. 18, lat. 36 40 S. lon., 52 W., the U. S. Exploring Expedition, 10 days out from Rio Janeiro.

REVENUE CUTTER SERVICE.

The old revenue cutter schr. Jefferson, Lt. Comd't J. McGowan, arrived at Baltimore on the 20th inst., from Mobile; sailed Feb. 28.

DEATH.

At his plantation, in West Feliciana, Lou., on the 2d instant, General ELEAZER W. RIPLEY, after a life adorned by private virtues, and associated with some of the most distinguished events recorded in the national history. The patriot, the statesman, the hero, is no more; but his memory is embalmed in the affections of his countrymen, and will be cherished as identified with the national character and consecrated by the noblest impulse of patriotism. Gen RIPLEY was born at Hanover, in the State of New Hampshire, in the year 1782.